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# BOSTON & MAINE RAILROAD MEN

Vol. IV.

MARCH, 1900.

No. 7.



ONE THOUSAND COPIES  
PUBLISHED MONTHLY BY THE  
BOSTON & MAINE  
RAILROAD DEPARTMENT,  
YOUNG MEN'S CHRISTIAN ASSOCIATION,  
CONCORD, N. H.

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That pinches is bound by weight of something worse than years of toil. It is hard on the average man's morals, too, while your sympathies are no doubt with the fellow with the hoe. Charity begins at home, and there is no better beginning than buying yourself a pair of comfortable shoes this fall. Try a pair of our GENT'S HIGH-CUT BOX CALE SHOES, Russet or Black. Price, \$3.

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**BROWN & BATCHELDER,  
SOLE AGENTS,  
CONCORD.**

## ... RAILROAD MEN ...

Vol. IV.

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## A THOUGHT.

BY WILLIAM CARLTON WENDT.

If we could draw aside the mystic veil  
That hides the unknown future from our  
view,  
And see that death ere long will claim  
That friend of ours so kind and true,  
Would we, I wonder, say and do the  
things we oftentimes do?

Our eyes are far too weak to pierce  
The hidden future of even one short day;  
So, dear ones, keep not your kindness  
For the morrow, but give it now—to-day.

That heart so full of love for us, may be  
Is burdened with a load of care,  
Perhaps, is waiting for a tender word of  
love  
To lull its sad despair.

So wait not, dear ones, for the morrow to  
give  
The love that thou canst give to-day;  
Thou canst not tell but ere the light of  
that to-morrow comes,  
That form and face, so dearly loved, from  
life may pass away—  
When endless rest has come, the heart  
won't  
Need the tenderness for which it yearns  
to-day.

## ONE HALF CENTURY.

Fifty years ago, on Monday, March 5,  
the veteran stock train conductor between  
Newport, Vt., and Boston, saw the first  
rays of light in the railroad world. The

congenial John F. Gale began his railroad  
career as a brakeman on the old North-  
ern, now known as the Concord Division  
of the Boston & Maine. His experiences  
are so varied and interesting it would be  
impossible for us to do him justice in this  
simple announcement. Mr. Gale has a  
storehouse full of knowledge of the man-  
ner railroading was carried on fifty years  
ago. He will tell you of the *heavy*  
freight trains in those days; how the  
“Mars”, the “Milo,” and the Vulcan,” on  
the Boston & Lowell Railroad, were con-  
sidered gigantic locomotives in those days,  
and yet they weighed only from thirty-two  
to thirty-seven tons each. The freight cars,  
too, were mere babies, as compared with  
those of the present day, whose carrying  
capacity is phenomenal. Twenty miles an  
hour was fast riding in the early days of his  
railroading, on trains passing through and  
terminating at this city, but now Mr. Gale  
will tell you this is slow traveling, indeed,  
even for a stock train. The wonderful  
strides and the modern appliances in  
railway matters are simply marvelous, and  
yet this genial old friend is as much inter-  
ested in the M. C. B. coupler and auto-  
matic brake as most younger men are  
found to be. Always the same, “Does  
not like trouble and never did,” and this  
must be something of an answer, why he  
several times declined to serve as a pas-  
senger conductor. No trainman on the  
system commands greater respect than  
this trustworthy veteran, and none have  
heartier wishes for him during his remain-  
ing days than BOSTON & MAINE RAIL-  
ROAD MEN.



## WE SOMETIMES MEET THEM.

At the ticket window—"When does the next train that stops at McAllisterville leave here?"

"You'll have to wait four hours."

"I think not."

"Well, maybe you know better than I do, ma'am."

"Yes, sir; and maybe you know better than I do whether I am expected to travel on that train myself or whether I am inquiring for a relative that's visiting at my house and wanted me to call here and ask about it and save her the trouble, because she's packing up her things and expects to take that train herself and not me, and she'll have to do the waiting and not me; and maybe you think it's your business to stand behind there and try to instruct people about things they know as well as you do, if not better, but my idea is that you were put in there because they couldn't use you in the switching department, and perhaps you'll learn some day to give people civil answers when they ask you civil questions. Young man, my opinion is you won't."

(With a gasp) "Yes, ma'am."—*The Railway Agent.*

The following was recently handed us as an illustration of an address that required some little study on the part of the postal clerk; Toughenborough Ct., N. H.

It was finally translated, Tuftonboro Center, N. H.

Someone threw a head of cabbage at an Irish orator while he was making a speech. He paused a moment, and said: "Gentlemen, I only asked for your ears; I don't care for your heads!" He was not bothered with any more during the remainder of the speech.

## AN INTERESTING COLLECTION.

In the windows of the station at Potter Place, Mr. Goss, the station agent, has an interesting collection of articles. One is an old gun, which is six feet long, now a percussion lock, but originally a flint-lock. There is also a powder horn, a little canteen, a bugle, a sword, and a brass warming pan. We wish we might give the history of each of these articles, but it is impossible. However, the sword was carried in the Revolutionary War by General Hoyt. The bugle was originally owned by Richard Potter, the pioneer ventriloquist and sleight of hand performer. He was an East India man, who retired from business and built a house opposite where the passenger station now stands. He died in 1835 and was buried in sight of the house.

The grave can be seen from the station platform. Since his time that portion of the town of Andover has been called "Potter Place."

The original of the time table on the opposite page is the property of Mr. J. M. Jones, station agent at Concord. It was in his office, and we believed that a reprint would be of interest to our readers. Mr. Jones has been in the employ of the railroad nearly fifty years and his experience furnishes many interesting incidents as well as much valuable information regarding railroad developments. From his store of railroad documents he selected a report bearing date of 1851, one dated 1859, another of 1861, and an employe's time card dated July, 1871. These are now in the care of the secretary, who would be glad to afford any member the opportunity of inspecting them.

# CONCORD RAIL ROAD

## SUMMER ARRANGEMENT.

### On and after the 10th of April

inst., Passenger Trains will run daily (Sundays excepted,) in connexion with the Boston and Lowell, and Nashua and Lowell Railroads, as follows:

Leave BOSTON at 7, A. M.; 11, A. M., and 5 $\frac{1}{2}$ , P. M.

Leave CONCORD at 4 $\frac{3}{4}$ , A. M.; 11 $\frac{1}{4}$ , A. M., and 3, P. M.

Trains from intermediate places will leave as follows, viz.:

#### UP TRAINS.

Leave LOWELL at 8 $\frac{1}{4}$ , A. M.; 12 $\frac{1}{4}$ , P. M., and 6 $\frac{3}{4}$ , P. M.

“ NASHVILLE at 9, A. M.; 1, P. M., and 7 $\frac{1}{2}$ , P. M.

“ MANCHESTER at 9 $\frac{3}{4}$ , A. M.; 1 $\frac{3}{4}$ , P. M., and 8 $\frac{1}{4}$ , P. M.

Or immediately on the arrival of the Cars from Boston.

#### DOWN TRAINS.

Leave MANCHESTER at 5 $\frac{1}{2}$ , A. M.; 12, M., and 3 $\frac{3}{4}$ , P. M.

“ NASHVILLE at 6 $\frac{1}{2}$ , A. M.; 1 $\frac{1}{4}$ , P. M., and 4 $\frac{3}{4}$ , P. M.

“ LOWELL at 7 $\frac{1}{4}$ , A. M.; 2, P. M., and 5 $\frac{1}{2}$ , P. M.,

Or immediately on the arrival of the Cars from Boston.

The second train arrives at Boston in season for passengers to take the four o'clock Steam-Boat train for New-York.

The morning and evening trains from Concord connect with the Boston and Maine Rail-Road, so that passengers may pass by Rail-Road to Andover, Haverhill, Exeter and Dover, and *from* those places to Lowell, or any station on the Nashua and Concord roads, twice each day, and may pass, either way, daily, betwixt Concord and Portland; also daily from Concord, by Portland to Brunswick, Hallowell and Augusta.

STAGES, on the arrival of the morning train at Concord, leave by various routes for Meredith Bridge, Centre-Harbor, Conway and the White Mountains; Franklin, Sanbornton, New-Hampton, Plymouth, Franconia Notch, Littleton and Lancaster; Bristol, Rumney, Haverhill, Danville, St. Johnsbury and Stanstead; Newport, Claremont, Windsor, Woodstock, Middlebury and Burlington; and by Lebanon, Hanover, Royalton and Montpelier, to Burlington, connecting there with the Steam-Boat line to Montreal and Quebec.

Stages also run by various other routes to the principal towns in New Hampshire, the adjoining states and Canadas.

Passengers taking or leaving the trains at Manchester will be conveyed to and from the depot free of expense.

### MERCHANDISE TRAINS

run as follows:

Leave Boston at 5 1-2, P. M., and arrive at 7, the next morning.

Leave Concord at 1, A. M., and arrive at Boston at 7, the same morning.

Freight:—1st Class, \$4—2d Class, \$3.

Freight should be delivered at Concord before sundown, and at Boston an hour at least before leaving, to ensure a delivery by the first succeeding train.

All passengers' baggage should be marked, and when valued at more than \$50, notice should be given, and extra charges paid, or no claim for damage or loss beyond such sum will be allowed.

**N. G. UPHAM,** *Superintendent.*

**April 3, 1843.**

**BOSTON & MAINE  
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YOUNG MEN'S CHRISTIAN ASSOCIATION,  
CONCORD, N. H.**

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**BOSTON & MAINE  
RAILROAD MEN,**

PUBLISHED MONTHLY BY THE  
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CONCORD, N. H.

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George E. Ingalls, Chairman.
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**Boston & Maine Railroad Men.** Since we mentioned the fact that a number of our readers had discovered the line regarding the subscription price of this paper (in the January number), a number of subscriptions have come in. One of our members has been particularly active in securing subscriptions, although no premium has been offered. This paper goes into the hands of a good number of men each month who are not members of the Association, but who are interested in the paper and welcome it. Subscriptions are in order.

**Anniversary.** We shall celebrate the close of our fourth year with appropriate anniversary exercises, some evening in April. A committee has been appointed to arrange the occasion, and announcement will be made as soon as plans are perfected.

\* \* \*

**Library.** Our additions this month are: "A Yankee in King Arthur's Court," by Mark Twain; and "To Have and to Hold," by Mary Johnston.

The first was given by one of our members, from the shelves of his own library.

"To Have and to Hold" is a popular book at the present time, and well deserves its popularity.

\* \* \*

**Dormitory.** We have again found it necessary to add to our dormitory. Two new beds have been purchased, making the total now sixteen. Six of this number are in the hall, little rooms having been curtained off for them. We don't know how we can expand much more, without bursting the walls of the building. However, we are still prepared to make men as comfortable as possible in the room we have.

## MARCH SOCIAL.

At the last meeting of the Auxiliary they voted to have another baked bean supper, with social following, this month. March 28 was the date selected. The supper will be first class, served from five thirty until seven thirty. Following the supper will be a social and entertainment. Ten cents is the price, and a good time assured all who attend.



## STATE CONVENTION.

The annual state convention will be held at Brattleboro, Vt., March 15-18. Among the prominent speakers are Anthony Comstock, of New York; Fred S. Goodman, State Secretary of New York; Wm. B. Millar, Army and Navy Secretary International Committee; John F. Moore, R. R. Secretary International Committee; Prof. James McConaughy, of Mt. Hermon; and Wm. Phillips Hall, of New York, president of the Hall Signal Co. The music of the convention will be in charge of Rev. F. M. Lamb, of Salem, Mass.

## FEBRUARY MEMBERSHIP RECORD.

### RENEWALS.

B. A. Kimball, president Concord & Montreal Railroad.  
Z. V. Putnam, shopman, M. P. department.  
W. E. Saunders, brakeman, Concord Division.  
S. S. Cousins, tinsmith, car department.  
J. M. Sullivan, conductor, Concord Division.

### NEW MEMBERS.

Louis S. Brisbin, carpenter, B. & B., Concord Division.  
John Guy, fireman, White Mountains Division.  
W. H. Gordon, fireman, Southern Division.  
William C. Schmidt, shopman, car department.

The month of March closes our fourth year as an association. It has been a successful year as regards membership, and the receipts will be about twenty per cent. more than last year. Over one hundred new members have been received thus

far, but this is not clear gain, for some of our old members failed to renew. Some who intend to do so have not as yet. It is the wish of the membership committee, and in fact all who are interested, that we may close the year with as good a showing as possible. To this end we would ask the coöperation of those who are yet in arrears. Books close with March 31, but in case you find it impossible to get around this month, the fifth year will commence immediately after this one closes, and you will be welcome then.

## PERSONALS.

Mr. S. F. Patterson, superintendent bridges and buildings, Southern Division, has been in St. Louis recently, attending a committee meeting in connection with the Bridge Builders' Association.

Mr. John F. Webster has returned from his southern trip, having been away from the office about a month.

Engineer C. N. Carter has been off duty for some weeks on account of illness.

Brakemen R. J. Brown, Concord Division, had the misfortune to lose a finger recently while about his work.

George J. Dennerly, M. P. department shops has returned to work after quite a lay-off on account of an accident.

John C. Richards and Walter Dennerly of the car department shops, have been out sick for some weeks.

## WEST LEBANON ITEMS.

### N. BRIERE, CORRESPONDENT.

Conductor H. C. Dimond, who has been on the sick list for the past few weeks, is improving, and hopes to be punching tickets again in a week or so. Conductor Hackett has been running his trains during his illness.

The old boiler which was used for pumping water and heating the engine house has been removed from the place. The "Incubator" has also been sent to Concord, and engineers and firemen have to bunk elsewhere. (Wish we might supply them with a few comfortable beds, in a nice clean place, such as the R. R. Y. M. C. A. affords men in Concord. Ed.)

Engineer Darling, who has been sick for some time, has resumed his daily trips "up the hill."

Station agent Tucker is at his post again, after an absence of a few weeks. Operator Briere filled the position during his absence.

#### WHITE MOUNTAINS DIVISION ITEMS.

G. C. RANDAL, CORRESPONDENT.

Agent Whitcher has finished for the B. & M. at Wenworth, Agent Cass taking the station.

J. M. Guare has returned to work at Wing Road.

Agent B. E. Hall, of Meadows, is to be transferred to Whitefield; Agent Wheeler going to Berlin to be freight agent there, while Agent Causin is to have the passenger agency there.

Operator J. T. Moran, formerly of Whitefield, has taken the station at Meadows, vacated by Agent Hall.

Operator Cobb has been transferred from Bowman to Whitefield Junction, and Operator Caron to the Village station, Operator Marden taking the Bowman station.

Among recent changes is that of K. Cass from Canterbury to Wentworth, E. R. Little going to Canterbury.

Agent Durgin, of East Tilton, is away on a vacation, Operator Learned supplying.

Operator Clifford, of the Cove Division, supplied at Meredith nights, for about a week, for Operator Burnell, who was away on account of sickness.

Night Operator Harris, of Ashland, was on the sick list for a few days, Operator Hughes filling the place.

Operator W. H. Cobb is running the night office at Wentworth in the absence of the regular operator.

Snow has been the word on this division the past month, it having been the worst one in this respect yet met with. Three severe storms somewhat tied up the road for a time, and we would just get over the effects of one, when another would come. The line north of Woodsville has suffered rather more than the south end, the snow at Berlin being so deep that a person on one sidewalk cannot see anyone walking on the opposite side of the street, and it's about the same way in all the north country.

Plows are constantly running and those who proclaimed an open winter have had it demonstrated that it is *no* open winter in this respect.

Dispatcher Markham has returned to work again after a two months' absence on account of sickness.

Brakeman G. W. Rowell was instantly killed at Camp No. 1, in South Branch, on February 15.

Brakeman E. A. Taylor had the misfortune to have his right hand badly crushed, making amputation at the wrist necessary.

Conductor Lane has been off a few days, Conductor Keyser running the Bath log train and F. H. Strobridge on the Gale River train.



Conductor Myron Browley has gone on a two months' trip to California. He has charge of the baggage of the party, thus giving him a pleasant and inexpensive trip.

Brakeman Irving Graham tried to discover the relative hardness of his head and the Bridge-street bridge, Concord, recently. The result was not very serious, fortunately, and being obliged to stay in bed at the hospital just because he had a black eye was almost too much for even his good nature.

### EUGENE A. BENNETT.

Conductor Eugene A. Bennett, of the Southern Division, died at his rooms in the Phenix hotel building March 1, of pneumonia complicated by heart trouble, at the age of about forty years. Mr. Bennett was taken sick on the way up from Boston, on his train, Monday night.

Mr. Bennett was born in the Mast Yard district, where he resided practically until he entered the employ of the Concord & Montreal railroad as a brakeman in 1883. In 1886 he was promoted to the position of conductor, which he filled down to the time of his death, establishing himself as a favorite with the traveling public and gaining a wide acquaintance.

He was a faithful and efficient servant of the corporation. He possessed many warm friends, to whom the news of his sudden death came as a thunderbolt from a clear sky.

He is survived by a step-mother, Mrs. Alice Bennett, by one brother, Frank, residing on the home farm in Mast Yard, and by one sister, Miss Nellie, who is teaching school in California.

The funeral was held on Sunday from the Universalist church. The church was crowded with friends, including a large delegation of railroad men and friends from Boston and vicinity who came up on a special train, reaching here about noon.

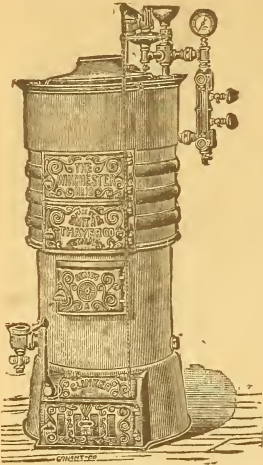
The service was at one o'clock, and the body, incased in a cedar Knight Templar casket, was escorted to the church by a full delegation of Sir Knights from Mt. Horeb Commandery of this city, of which the deceased was a member. Other organizations present in delegations were the Odd Fellows, O. R. C., B. of L. E., and the Alert Boat Club.

The religious service was conducted by Rev. John Vannevar, pastor of the Universalist church. He first gave a scripture reading, and also read the poem, "Be Content." The Schubert male quartet of this city sang "Lead, Kindly Light." Rev. Mr. Vannevar next paid a brief tribute to the memory of Mr. Bennett, and following a prayer the quartet sang "Wandering Down."

At this point Mt. Horeb Commandery took charge of the body and conducted its burial service, which was in charge of Eminent Commander Silvester P. Danforth, assisted by Horace A. Brown, prelate, and William J. Green, acting recorder. During this service the Schubert quartet sang, "The Vacant Chair," "Under His Wing I Sweetly Rest," and "Gathering Home."

The floral tributes were unusually rich. Among the specially beautiful set pieces were a cross and crown from Mt. Horeb Commandery, pillow and cross, conductors of White Mountains and Passumpsic Divisions; harp, conductors of Southern Division; pillow, the O. R. C.; floral boat, Alert Boat Club; arch, with lyre, Eagle hotel; pillow, B. of L. E.

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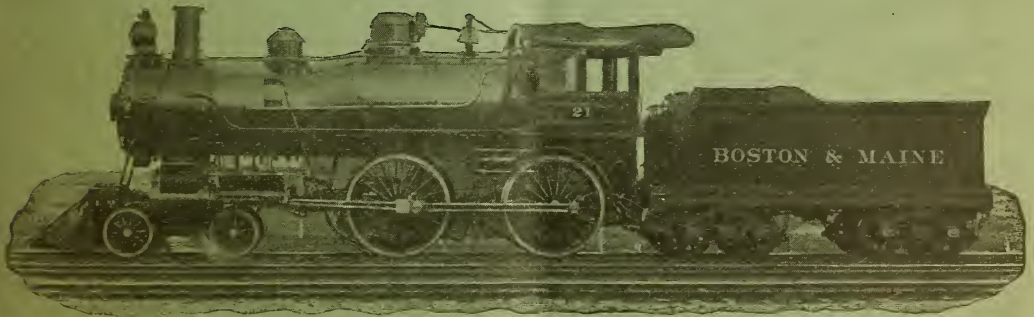
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